Serial No.	Part No.	Description	Make of vehicle for which suitable	Year Model	Maximum retail sale price Rs. a p.
36	645	Fan belt ...	Buick	1934—39	5 12 0
			Terraplane ...	1936—38	
37	648	,,	Buick	1936—39	8 2 0
			Studebaker ...	1939—42	
38	650	,,	Dodge ...	1937—40	7 7 0
39	652	,,	Oldsmobile ...	1934—36	5 15 0
40	655	,,	Chevrolet ...	1934—36	4 6 0
41	656	,,	Ford ...	1933—36	5 4 0
42	657	,,	Willys ...	1935—41	4 1 0
43	658	,,	Oldsmobile ...	1938—36	5 15 0
			Graham ...	1940	
44	659	,,	Chevrolet ...	1933—34	4 6 0
45	660	,,	Dodge	1934—35	5 9 0
46	661	,,	Graham ...	1935—37	5 5 0
			Chrysler ...	1932—33	
47	665	,,	International ...	1939—40	8 1 0
48	666	,,	Ford ...	1937	6 4 0
49	667	,,	Pontiac ...	1933—36	5 15 0
50	680	,,	International ...	1932—39	11 0 0
51	684	,,	Dodge Truck ...	1936—37	8 7 0
52	696 T	,,	Dodge	1935	7 13 0
53	699	,,	Oldsmobile ...	1937—42	5 15 0
54	700	,,	Chevrolet ...	1937—42	4 0 0
55	701	,,	Vauxhall ...	1933—36	4 10 0
56	702	,,	Buick	1931—35	5 10 0
57	703	,,	Do	1928	5 9 0
58	706	,,	Chrysler ...	1940	7 7 0
59	708	,,	Ford V8 ...	1940—42	3 7 0
60	713	,,	Austin	1932—33	5 4 0
			Auburn	1929	
61	716	,,	Chevrolet ...	1926—29	4 6 0
62	718	,,	G. M. C. ...	1929—39	5 14 0
			International ...	1932—37	
63	726 T	,,	Chevrolet ...	1929—32	4 11 0
64	734 T	,,	Studebaker ...	1936—37	6 1 0
65	747	,,	Rolls Royce ...	1927—28	4 13 0
66	753	,,	Standard ...	1936—38	6 3 0
			Chrysler ...	1924—27	
67	758	,,	International ...	1928—32	6 3 0
68	760	,,	Buick ...	1929	5 9 0
			Vauxhall ...	1934—36	
69	761	,,	Chrysler ...	1924—29	6 3 0
			Willys ...	1928—32	
70	762	,,	Austin Big 7 & 8 ...	1939	3 7 0
71	773	,,	Vauxhall ...	1933—39	5 13 0
72	774	,,	Dodge ...	1927—30	5 15 0
73	778	,,	Nash ...	1930	5 5 0
74	790	,,	Reo Truck ...	1936—39	5 0 0
			Auburn ...		
75	792	,,	International Truk.	1930—36	5 4 0
76	793	,,	Fiat ...	1934—36	3 7 0
77	799	,,	Nash ...	1937—39	4 10 0
78	6X38	,,	Ford ...	1937—40	2 12 0
79	6X55	,,	Chevrolet ...	1933—31	1 14 0
80	6X58	,,	Ford ...	1931—36	3 0 0
81	6X59	,,	Chevrolet ...	1933—36	1 14 0
82	6X66	,,	Ford ...	1937—40	3 0 0
83	7X00	,,	Chevrolet ...	1937—41	1 14 0
84	7X16	,,	Do ...	1926—23	1 14 0
85	7X26	,,	Do ...	1929—32	1 14 0
86	7X67	,,	Citroen ...	1931—32	3 5 0
87	BA15	,,	Austin ...	1923 26	0 13 0
88	BA15A	,,	Do ...	1929—39	0 15 0
89	BA15X	,,	Do ...	1923—39	0 13 0
90	A9	,,	Do ...	1927—35	1 7 0
91	AS25	,,	Do ...	1929—33	1 13 0
92	CH29	Radiator bent nose	Oldsmobile ...	1937—40	3 0 0
93	CH30	,,	Buick ...	1936—38	4 6 0
94	CH31	,,	Do ...	1934—38	3 12 0
95	CH32	,,	Oldsmobile ...	1935—36	2 10 0
96	CH33	,,	Do ...	1935—36	3 0 0
97	CH34	,,	Pontiac ...	1931—36	2 3 0
98	CH35	,,	Ford ...	1939	3 12 0
99	CH36	,,	Do ...	1939	4 3 0
100	CH37	,,	Do ...	1937—39	4 3 0
101	CH38	,,	Do ...	1937 38	2 11 0
102	CH39	,,	Do ...	1937—39	4 10 0
103	CH40	,,	Do ...	1939	5 4 0
104	CH41	,,	Mercury ...	1938	3 6 0
105	CH42	,,	Lincon Zypher ...	1938—39	2 11 0
106	CH43	,,	Buick ...	1939	4 0 0
107	CH44	,,	Do ...	1940	2 1 0
108	CH45	,,	Do ...	1939	4 6 0
109	CH46	,,	Oldsmobile ...	1939	4 3 0
110	CH47	,,	Do ...	1939—40	3 0 0
111	CH48	,,	Pontiac ...	1939—40	2 10 0
112	CH49	,,	Do ...	1939—40	2 10 0
113	CH50	,,	Do ...	1939	2 10 0
114	CH51	,,	Studebaker ...	1939	3 0 0
115	CH65	,,	G. M. C. ...	1939—40	3 0 0
116	CH66	,,	Studebaker ...	1938—39	2 6 0
117	CH72	,,	Ford ...	1940	2 1 0
118	CH74	,,	Dodge Truck ...	1937—39	1 4 0
					Per foot
119	1" Dia	Radiator straight hose (3 ft. length)	Universal ...		1 9 0
120	1 1/8"	,,	Do ...		1 12 0
121	1¼"	,,	Do ...		1 13 0
122	1 5/8"	,,	Do ...		2 7 0
123	1½"	,,	Do ...		2 5 0
124	1¾"	,,	Do ...		2 8 0
125	2"	,,	Do ...		2 11 0
126	2¼"	,,	Do ...		3 5 0
127	2½"	Windscreen	Do ...		3 14 0
128	9/64"	Wiper hose	Do ...		0 2 3

D. R. Rutnam, Joint Secy.

With reference to sub-rule (1) of rule 119 of the Defence of India Rules, the Central Government is pleased to direct that the above order shall be published in the Gazette of India and a notice of the above order giving reference to the publication in the Gazette of India shall also be published in the official Gazette of each Province and a Press Note giving an indication of the nature of the order and the fact of its publication in the Gazette of India shall be issued.

2021 D. R. Rutnam, Joint Secy.

Dated 27th September 1945.

No. S. P. 1251—L. W. 37-44-19. In exercise of the powers conferred in them under Section 8 of the Mysore Factories Act I of 1936 as amended from time to time, the Government of His Highness the Maharaja of Mysore are pleased to direct that the ORR and EMM Textile Machinery Makers, Cottonpet, Bangalore City, be exempted from the operation of Sections 34, 36 and 44 of the aforesaid Act for one month from 10th May 1945.

2039

Dated 28th September 1945.

No. T. 924—R T. 56-43-11. In exercise of the powers conferred by Section 83 of the Mysore Motor Vechicles and Road Traffic Act, 1944, the Government of His Highness the Maharaja are pleased to exempt from payment of tax leviable under the said Act all non-transport motor vehicles registered and ordinarily kept in Madras and coming to Mysore and remaining in the State for any period during a quarter for which tax due in respect thereon has been paid in Madras. A valid tax license issued by a competent authority in Madras for such quarter shall be sufficient to indicate the exemption. Provided that if such vehicles continue to remain in Mysore beyond the expiry of the quarter for which tax has been paid in Madras or come to Mysore during the second part of the half-year without paying tax for that quarter the tax to be collected in respect of such vehicles shall be one half of the tax prescribed for the half-year according to the rules in force in Mysore.

This notification shall come into force with effect from 1st October 1945.

2031

Dated 28th September 1945.

No. T. 935—R. T. 56-43-12. In exercise of the powers conferred by Sections 79 ( ) and 83 of the Mysore Motor Vehicles and Road Traffic Act, 1944, the Government of His Highness the Maharaja are pleased to direct that subject to the condition specified below, the scale of refund in cases of non-transport motor vechicles registered and ordinarily kept in Madras but remaining in Mysore State and transferred therefrom to Madras or elsewhere shall be as follows :—

1 If the vechicle is transferred during the first half of the Official half-year for which tax has been paid in Mysore in respect thereof.	Half the half-yearly tax irrespective of the period for which the vehicle is used in Mysore.
2 If the vehicle is transferred during the second half of the Official half-year for which tax has been paid in respect of the vehicle.	No refund.

This notification shall come into force with effect from 1st October 1945.

2030 MOHAMED ISMAIL SHERIFF, *Gl. Secy.*

DEVELOPMENT SECRETARIAT

Dated 26th—27th September 1945.

No. S. D. 2173—C. 117-44-107. In exercise of the powers conferred by Rule 81 (2) of the Defence of India Rules, as applied to Mysore, the Government of His Highness the Maharaja of Mysore are pleased to fix the retail prices of Kamara wood for sale in Bangalore City and within the limits of Bangalore North and South Taluks as hereunder :—

	Per Rupee
Kamara wood (split) ...	2½ maunds (two and half mds.)
Kamara wood (unsplit) ...	2¾ maunds (two and three-fourths mds.)

2038 C. E. NORONHA *Dev. Secy.* (Food Supplies.)

PUBLIC WORKS SECRETARIAT

No. P. W. 1948-50—*B.* 14-45-8, *dated 27th September* 1945.

Under Section 6 of the Land Acquisition Act of 1894, it is hereby declared that the lands described hereunder are required for a public purpose, *viz.*, for the construction of Infantry lines.

Under sections 7 and 8 (c) of the said Act, the Assistant Commissioner in charge of Shimoga Sub-Division, is authorised to take order for the acquisition of the said property.

Shimoga District, Shimoga Taluk, Bhadravati Hobli, Bullapur Village.

1 Khatedar—Sree Thirumala Devaru Temple, country tiled house with mud wall and foundation 6×11 square yards, bounded on the east by Government land, west-road, north-road and south-road.

2 Khatedar—Patel Sanjundappa. K. No. 2, vacant site 18×20 yards, bounded on the east-Sri Timalad evaru temple, on the west-sarkar land, on the north by road, and on the south-road.